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MAKE CEMENT IN HONOLULU

IMPORTANT NEW INDUSTRY PROPOSED WHICH TAKES FRANK WINTER TO THE MAINLAND—WILL KEEP A QUARTER OF A MILLION DOLLARS IN HAWAII WHICH NOW GOES ABROAD—GOOD RAW MATERIAL HERE.

Frank L. Winter, who resigned from his position as chief office deputy under United States Marshal Hendry during the past week, will leave for the mainland in the near future on a matter which should be of great importance to Honolulu and the Territory. He goes to make the arrangements for the installation of a large cement manufacturing plant which will be located in or near this city and through which the cost of cement in the local building business should be reduced considerably.

At present there is between 60,000 and 70,000 barrels of cement imported to this city annually and, with the enormous amount of government work which is at present in sight, the amount should be greatly increased. The cement imported here means that in the vicinity of \$250,000 per year leaves this Territory which will remain if the cement business is taken up and a first class article is produced. The starting on the cement industry has followed the lime business in which Mr. Winter, W. W. Harris and several other local men are interested. The lime is obtained from Waianae, at an

elevation of from sixty to eighty feet above the sea level. In examining these deposits a rock was found a little further back which it was thought would make a fine quality of cement. On following the matter out it was found that these conclusions were accurate and it was decided to have tests made which would prove the worth of the stone.

Specimens were therefore taken out and sent to a number of mainland concerns for examination. The Federal experiment people at Washington were furnished with samples and asked to give a report, which they readily agreed to do. One of the largest and best known among the cement firms in the country, located in Pennsylvania, was also asked for an opinion on the adaptability of the rock for the purpose intended.

From all sources to which the samples were sent most encouraging answers were received and it seems now to be practically settled that Hawaii will have another industry added to her collection. This will mean the keeping of over a quarter of a million dollars per year within the Territory which would otherwise be sent away.

KAUAI LIGHT \$75,000

(Associated Press Cable to The Star.)
WASHINGTON, D. C., April 17.—The House Committee on Lighthouses has reported favorably on the appropriation of \$75,000 for the lighthouse on the island of Kauai.

RECOVERY SLOW.
PASO ROBLES, April 17.—The doctors have decided that the recovery of Admiral Evans will be slow, but hold out hope that he will eventually regain his health.

TAFT NOT TO RESIGN.
(Associated Press Cable to The Star.)
WASHINGTON, D. C., April 17.—Secretary of War Taft will not resign as Secretary of War unless he receives the nomination as President.

CURRENCY TABLED.
(Associated Press Cable to The Star.)
WASHINGTON, D. C., April 17.—The Aldrich currency bill has been tabled.

DARING ROBBERY.
CHAUTAUQUA, Kansas, April 17.—The Citizens' Bank in this city was robbed by two desperados today. The cashier and a customer were locked into the bank vault while the robbers escaped with \$3000.

LOWERS OWN RECORD.
NEW YORK, April 17.—The Atlantic record holder the Cunard liner Mauretania, broke her own westbound record on the long course, making the trip from Duxbury Rock to the Sandy Hook lightship in three days, twenty-three hours and fifty-nine minutes.

ALBANY IS ORDERED OUT.
SAN FRANCISCO, April 17.—The cruiser Albany has been ordered to Central America.

SAN DIEGO, Cal., April 17.—The fleet will sail from here tomorrow morning for Los Angeles and the other ports on the Pacific Coast.

OUT FIVE MONTHS

One hundred and forty-eight days from Hamburg and one hundred and thirty-nine days from The Downs, the spick-and-span, British ship Celtic Monarch, commanded by ye good Captain Llewellyn (and not Thomas the shipping guides please to insist), was shoved alongside the Sorenson's wharf this forenoon by the tug Intrepid, Captain Lane, the name of the master of the said tug being mentioned for the good reason that he has had his fill of windjammers of late and has "seen his duty and done it noble" thereby.

Llewellyn is a Welshman and a gentleman, but he positively refuses to tell any story of shipwreck, disaster, fearful storm, electric phenomena, submarine earthquake, floating islands, tidal waves, waterspouts, icebergs, whales, mermaids, mutiny, sea-dust, derelicts, ships in distress or other wonders or dangers of the sea. He is a truthful skipper, is Llewellyn, and he merely stated, for publication, that the Celtic Monarch had bad weather and good weather mixed, off and on, come and go, and that nothing outrageous or extraordinary happened during the voyage.

The only extraordinary feature of the voyage is that the Celtic Monarch should arrive on Good Friday after clearing The Downs on Advent Sunday.

Honolulu harbor is now the happy entertainer of four windjammers: American ship John Ena, American ship Dirigo, Russian ship Dundee and British ship Celtic Monarch; the three first named four-masters and the latter a three-master, with painted ports, the kind that used to fool pirates.

The Celtic Monarch has a full cargo for the Hawaiian Fertilizer Company. She did not hear or see anything of the Arthur Sewall, nor the Bangalore, the latter out 177 days, and reinsured at 10 per cent, from Norfolk, for Honolulu.

This is the first visit of the Celtic Monarch to Honolulu and also the first visit of Captain Llewellyn.

New England Bakery candles are nourishing and delightful. Try them.

GREAT WIRELESS CENTER PLANNED

CONGRESS TOOK THE INITIATIVE

WORK AT PEARL HARBOR UNDERTAKEN IN ADVANCE OF NAVY DEPARTMENTAL ESTIMATES—THE DELEGATE TELLS HOW THE BILL WAS NEGOTIATED THROUGH THE HOUSE—ASKING FOR MORE MONEY FOR LIGHTHOUSES.

Washington, D. C., April 6, 1908. Editor STAR:—Speaker Cannon gave recognition to the Pearl Harbor bill today, under suspension of the rules and the House passed the measure by a well-nigh unanimous vote. As the leading members of the Senate Committee on Naval Affairs are already favorably committed to the bill, its passage by the House practically assures its enactment into law.

As stated in my previous letter, advances were made toward securing a special rule for the Pearl Harbor bill. Owing to the fact that the Committee on Rules are having to bring in a number of special rules at this time to block the Democrats in their filibuster, Speaker Cannon preferred that the bill be gotten through if possible without the necessity of a special rule.

Mr. Bates re-drafted the bill to meet the suggestions of the Speaker, Mr. Tawney and other House leaders, and the amended measure was approved by the Committee on Naval Affairs.

The measure, as passed, authorizes the Secretary of the Navy to contract at once for the complete graving dock, at a cost of \$2,000,000 and for building and yard development to the amount of half a million dollars; it also provides \$200,000 for beginning the channel improvement, making a total of \$2,700,000.

Under suspension of the rule only twenty minutes of debate is permitted to each side. The striking feature of this debate was that every speech on both sides of the House was favorable to the bill. The only criticism offered was that the bill should not have carried an even larger total, and that the legislation should have

been enacted long ago. Mr. Tawney called particular attention to the fact that the Navy Department had for ten years delayed submitting to Congress any official estimates for a naval base at Pearl Harbor, and that of all the items in the bill, only the single one of the dry dock had been estimated for this year, so that the work is really being undertaken on the initiative of Congress itself and in advance of the departmental estimates.

The action of Mr. Bates in sending a copy of the bill and report with a personal letter to every member of Congress had enabled each member to be informed on the subject.

During the debate a large map that I had previously had made, showing Hawaii as the Key to the Pacific, was displayed in front of the Speaker's desk and it was surrounded with interested members throughout the discussion.

In accordance with Chairman Hale's wish, the bill will probably be added to the Naval Appropriation bill in the Senate.

The land lease bill was made law by the signature of the President on Thursday last.

On Friday we were given a hearing before the sub-committee on lighthouses, in which we urged a new first order light for the northern coast of Kauai, an additional \$10,000 for the Honolulu range light, and provision for a light-house depot in Honolulu.

We shall probably have a hearing before the Committee on Public Buildings later this week.

Very truly yours,
J. K. KALANIANA'OLE,
Delegate to Congress.

PEARL HARBOR BILL

Following is the form of the Pearl Harbor Naval Station bill as it passed the House of Representatives:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy is hereby authorized and directed to establish a naval station at Pearl Harbor, Hawaii, on the site heretofore acquired for that purpose; and to erect thereat all the necessary machine shops, storehouses, coal sheds, and other necessary buildings, at an aggregate cost of not to exceed five hundred thousand dollars, and to build thereat one graving dry dock capable of receiving the largest war vessels of the Navy, at a cost not to exceed two million dollars.

Sec. 2. That the sums hereinafter stated are hereby appropriated and made immediately available, to be expended at the discretion of the Secretary of the Navy, to wit: Toward dredging an entrance channel to a depth of thirty-five feet, two hundred thousand dollars; toward construction of dry dock, three hundred thousand dollars; toward erecting machine shops, storehouses, coal sheds, and other necessary buildings, one hundred thousand dollars; toward yard development, fifty thousand dollars; in all, six hundred and fifty thousand dollars.

Sec. 3. That the Secretary of the Navy may, in his discretion, enter into contracts for any portion of the work, including material therefor, within the respective limits of cost herein stipulated, subject to appropriations to be made therefor by Congress.

AN ENTERPRISING MERCHANT

K. Yamamoto is the biggest importer of Japanese goods in Hawaii. Every steamer from the Orient (tramp or passenger), brings him the largest shipment consigned to one firm. By getting his goods in large quantities the freight and other charges are greatly reduced which enables him to undersell all competitors.

GET A BOTTLE TODAY.

Colic, pains in the stomach, and diarrhoea are not only painful, but may indicate a serious disorder. Chamberlain's Colic, Cholera and Diarrhoea Remedy relieves promptly and cures permanently. For sale by all dealers, Benson, Smith & Co., agents for Hawaii.

A COMBINATION LUNCH.
Beginning with today, the Alexander Young Cafe will serve a combination lunch, with prices of 25, 35, 50 and 75c.

Best cup of coffee in the city. New England Bakery.

STRONG ENOUGH TO REACH COAST

PLANT AT KAHUKU TO HAVE POWER TO CARRY FROM ONE TO THREE THOUSAND MILES—ALL OF THE ISLAND SUB-STATIONS WILL BE STRENGTHENED—GREAT STEAMSHIP LINES WILL COME INTO THE SYSTEM.

The long distance wireless power plant and station at Kahuku is an assured fact and will be followed by a similar station at Hilo and the strengthening of stations at Nawiliwili, Kauai, and a Lahaina, Maui.

The stockholders of the Wireless Telegraph Company this morning held a meeting at which it was decided to immediately proceed with the construction of a ten-kilowatt power station at Kahuku.

Arthur A. Isbell, expert, was nominated and elected superintendent of construction and will have charge of the putting up of the power plant at Kahuku and will then be superintendent of operation.

This Territory will, without doubt, be the greatest wireless center in the world.

At the meeting this morning the stockholders enthusiastically endorsed all the suggestions of the management. The main idea is, whatever the cost, to make the stations here reliable—to make them dependable.

In the daytime the Kahuku station will have a sending power of at least five hundred miles. In the night time, when atmospheric conditions are always more favorable, the least sending

power will be one thousand miles. The Perikon receiver was endorsed at the meeting today. This receiver will be sent here immediately and will enable Honolulu to receive messages from North Head, Washington, Mare Island, Bremerton and San Francisco, Magdalena Bay, anywhere from a distance of 1,000 to 3,000 miles.

It was decided to raise the power of the Nawiliwili, Kauai, station, to five kilowatts, and it is now but about a third of a kilowatt.

It was decided to strengthen Lahaina from about a half a kilowatt to five kilowatts.

Kahuku will, at the minimum, be ten kilowatts, and will be ready, as occasion demands, to be raised to 100 kilowatts.

Letters were read which would indicate that the Pacific Mail S. S. Co., the Occidental & Oriental S. S. Co., the Toyo Kisen Kaisha S. S. Co., the Oceanic S. S. Co., and the American-Hawaiian S. S. Co., will all come in for the service. The Matson Navigation Co.'s steamships are already equipped.

The Tenyo Maru, the new boat of the T. K. K. S. S. Co., will be equipped with ethergrammatic apparatus on her first voyage this way, as will other new boats of the line.

The Puka station will eventually be abandoned for the new station at Hilo.

At the very latest the Kahuku long distance station will be in operation on July 15, probably on July 1 (about the time the fleet gets here), possibly by the middle of June.

The first power plant to be installed for the wireless at Kahuku will be a twenty-horse power gasoline alternating dynamo, to be strengthened as necessity arises.

There is money back of this scheme and the determination to make of the stations here the world's center in wireless, absolutely. And as soon as any improvement is noted in wireless, the local company will adopt it. The Army and the Navy will, of necessity, have to come in with the local commercial system or put up their own plants, and they cannot put up better plants than will be installed by the Wireless Telegraph Co. This company is in the business for records and record work.

The three hours' service of devotion, which is held every Good Friday to commemorate the sufferings of Jesus Christ on the Cross of Calvary, is being held this afternoon from twelve to three in St. Andrew's Cathedral, Bishop Restarick preaching on the seven last words from the Cross.

Shortly before noon, and before the choir and clergy entered the cathedral, the seating capacity was taxed, and it was necessary to place chairs along the aisles to accommodate the people who wished to be present at the most sacred service of the whole year.

(Continued on Page Four.)

Good Friday Devotions

ST. ANDREW'S CATHEDRAL IS CROWDED FOR THE THREE HOURS' SERVICE TODAY.

Banister's NEW CORNELL OXFORD

Made of Patent Colt or Vice Kid, over the Cornell last. It is especially roomy in the tread, although built with a pointed swing toe, which gives a graceful appearance.

There is NO SLIPPING at the heel or BULGING at the sides, so common in some makes of shoes.

A man wearing a Banister Shoe has that feeling of being correctly shod.

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ALAMEDA IN GALE

In five days, nineteen hours and forty-seven minutes the Oceanic S. S. Alameda came down from San Francisco, arriving early this morning with mail three days later than that brought by the S. S. Hiloian and a number of home-returning passengers and tourists.

On Tuesday she met the transport Buford bound northeast and on Monday she sighted a steamer bound for the coast.

Going up to the coast from Honolulu on the last trip the Alameda had a hard experience. Says the San Francisco Examiner of April 3:

"For six hours on Tuesday, when she should have been lying peacefully at the dock, the Oceanic liner Alameda was far off this coast hove to in a northwesterly gale. The steamer got into port early yesterday morning, six days and ten hours from Honolulu. All the way, says Captain Dowdell, there were terrific head seas and northerly gales, increasing in severity as the coast was approached. The Alameda's bow was almost constantly submerged by foaming seas, and the flying salt spray coated the funnel.

"Among the passengers was George Chalmers, manager of the Waimanalo plantation, who possesses a silver service given by passengers of the steamer Manchuria in appreciation of his hospitality at the time the big steamer was stranded on a reef near his home. Other passengers were A. M. Clay, of

JAPANESE CANNOT COME TO HAWAII

TOKIO, April 10.—More than 600 so-called "relatives" have been proceeding to Hawaii each month since the order prohibiting general immigration to the islands went into effect. Viscount Hayashi, Minister of Foreign Affairs, has now intimated that all immigration, including that of "relatives," will be entirely prohibited. The immigration companies are panic-stricken.

GET TICKETS NOW

As the Lowrey home can only accommodate just so many, it will be advisable for those wishing to attend the Bond recital to procure their tickets now. They are on sale at the Bergstrom Music Co. Adults \$1.00. Children 50c.

the Bank of California, and Mrs. Clay; R. C. Dillingham, prominent in Spokane, and M. A. Silva, who comes here in the interests of planters for the purpose of engaging Portuguese laborers.

There will be a benefit dance given by the Portuguese Recreation Club at San Antonio Hall at 8 o'clock tomorrow evening.

BEAUTIFUL EASTER HATS.
Sachs is showing the most beautiful assortment of Easter Hats that has been seen for some time.

Fine Job Printing, Star Office.

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